

# NIGHT EDITION DEFENDER'S SALOVER.

Covered the Course Alone,  
Followed by a Big Ex-  
cursion Fleet.

TOOK IN BALLOONS EARLY.

Little Interest in Her Manoeuvres  
Because of the Lack of a  
Rival.

(Special to The Evening World.)  
HIGHLANDS OF NAVESINK, N. J.,  
Sept. 12.—Defender crossed the finish  
line in the third race of the series for  
the America Cup—if a sail-over can be  
called a race at 4.01.12.

Although without a rival, she was fol-  
lowed by an immense fleet of excursion  
vessels, all of which were outstripped  
downward and left astern.

When about half way down the lee-  
ward leg she took in her spinnaker and  
balloon jib and continued under plain  
sail.

The sightseers were faithful, though,  
and followed her with interest in the  
beautiful picture that lacked a second  
figure in the foreground to make it per-  
fect.

At the finish line there was the usual  
gathering, but it would have been of im-  
mense more volume and with a spirit  
infinitely heartier had Valkyrie not  
withdrawn.

## VALKYRIE WITHDREW.

Crossed the Line Under Short Sail  
and Turned Around.

(Special to The Commercial Cable Steamer.)

ON BOARD "EVENING WORLD"

TUG, Sept. 12.—Valkyrie disappointed  
many sightseers and yachtsmen this  
morning by failing to sail in her third  
race with Defender. Previous to the  
preparatory gun she hovered about the  
line, carrying only jib and mainsail, al-  
though the course had been signalled  
as fifteen miles to leeward and return.

At the gun, which was fired at 11.20,  
both boats sailed for the line, Valkyrie  
making no change in her sail. Defender  
lowered spinnaker boom and pre-  
pared to cross the line.

The American yacht crossed, followed  
by Valkyrie. They were timed officially  
as follows:

H. M. S.  
Defender ..... 11 20 24

Valkyrie ..... 11 21 59

Then, to the amazement of everybody,  
Valkyrie wheeled about and stood for  
the judges' boat, signalling for her  
tender.

She was quickly taken in tow, and  
passed up the bay, leaving the specta-  
tors to wonder what the strange man-  
oeuvre meant.

Valkyrie passed under the stern of  
the cable steamer, the English sailors  
on the steamship cheering her as she  
went by.

The English yacht continued on her  
way up the harbor in tow, "The Even-  
ing World" tug accompanying her.

Defender kept on her course, sailing  
like a witch, many of the excursion  
steamers following her, while others  
hovered about Valkyrie and at the cable  
steamer, seeking information.

## DEFENDER, BUT NO RIVAL.

Excursionists Followed the Yacht  
Over the Course.

(Special to The Evening World.)

HIGHLANDS OF NAVESINK, Sept.  
12.—Defender had all sails set and was  
ready for the race when the prepara-  
tory gun was fired at 11.20.

Valkyrie, however, was not ready for  
anything. She only carried her mainsail,  
jib and staysail. Her club topsail was  
not in evidence.

When the starting gun was fired  
Defender went across the line like a  
racehorse, but Valkyrie tacked slowly  
across. Both boats went across the  
line sailing off the wind. Defender had  
her spinnaker out and was sailing  
swiftly, but Valkyrie moved like a coal  
bag.

Valkyrie Withdrew.

After Valkyrie had gotten about one  
hundred yards across the line she went  
up on the starboard tack and im-  
mediately furled her jib, then she took  
a staysail and at the same time the  
Yacht Club hoisted aloft and hoisted at  
the truck of the English boat.

This was accepted as a token of sur-  
render.

Defender kept on over the course, but  
Valkyrie, the boat which was to have  
taken the America Cup back to Eng-  
land, where it was made—Valkyrie, in  
fact, went back towards the Horseshoe.

It was probably the opinion then of  
many excursionists that Valkyrie's best  
feature is in following a tug that has  
a line to her.

"The Evening World's" reporter has  
tasted to the side of Valkyrie, but when  
he hailed the British boat, his only an-  
swer was the swash of the waves and  
the contemptuous tooting of the Amer-  
ican tug's whistles.

If Lord Dunraven and Mr. H. Mat-  
tland Kersey were aboard of the re-  
treating yacht they were not in evi-  
dence. Neither was the gear of the  
Capt. Cranford stood in the bow grin-  
ing and bycramore was at the wheel;

Sailmaker Ratsey and Designer Watson  
sat on the octagonal boom.

No Explanation Given.

When they were hailed they preserved  
the most absolute silence, whether  
hailed by either the press tugs or the  
private yachts.

The New York Yacht Club's flag still  
floated from the truck, and the British  
sailors gazed at it from time to time  
with expressions upon their faces as  
though they wondered why it was that  
the flag of an American club—a hated  
rival—should float from the top of a  
R. Y. S. mast.

For the first time in all of the races  
for the America Cup the English pre-  
tender to that trophy has given up  
without a decent struggle. The country  
that produced the sailors that conquered  
the Spanish Armada, won the battle of  
the Nile and received Nelson's orders  
at Trafalgar has had a thrashing on  
water, and it did not even depart with  
the honors of war, for the colors of  
the enemy were flying.

After Defender had started the im-  
mense fleet of excursion boats divided,  
most of them following Defender over  
the course.

From this point it could be seen that  
she gave the fleet a long stern chase,  
keeping before them easily with her big  
balloon canvas.

After sailing about six miles under  
her immense spread, she took in balloon  
jib, topsail and spinnaker and made an  
easier pace.

Even then she fairly flew down the  
course, heading trophy for the mark-  
boat off Fire Island.

She turned the mark at about 1.40,  
and began the boat home with the  
much lighter.

It was a series of tedious tacks, with  
no rival to make it interesting. Still,  
the fleet held on.

At 2.25 she was about eight miles di-  
rectly to east of Highlands.

She was forging ahead like a race-  
horse and was leading the fleet of ex-  
cursion boats which had gone down  
with her to the turn.

As she held the port tack it was seen  
that she was heeling well over leeward  
and seemed to be getting a fine breeze.

At 2.45 Defender was apparently about  
three and a half miles from the light-  
ship, when she ran into a dense fog-  
bank and disappeared from view.

The fog was closing in rapidly around  
the finishing point, and it seemed likely  
that it would be impossible to see De-  
fender cross the line from here.

At 2.55 the tug Luckenbach arrived at  
the finish line and took up her position  
to the south of the lightship to form the  
finish line.

The fleet of steam yachts, excursion  
steamers and tugs gathered at the fin-  
ish, waiting to see Defender cross.

The wind suddenly died out inshore,  
and it looked as if it was very light  
in the vicinity of the finish. The smoke  
from the steamers ascended almost ver-  
tically.

From Sandy Hook it was reported that  
Defender is on the port tack again,  
and is making very slow progress  
towards the finish.

being the Gen. Stocum, and half a dozen  
more astern and on her lee quarter.

## PREPARING FOR THE RACE.

W. K. Vanderbilt an Early Bird on  
Defender's Deck.

(Special to The Evening World.)

ON BOARD "EVENING WORLD"  
TUG, COMMANDER, Sept. 12.—If the  
wind which was blowing at 3 o'clock  
this morning held throughout the day,  
Defender and Valkyrie could not be  
bothered much by the excursion fleet.

The swiftest of the lot would have some  
difficulty in keeping pace with the  
yachts. The wind was blowing strong  
from the southwest at that hour and  
was at least a twenty-knot affair.

Mr. W. K. Vanderbilt, the principal  
owner of Defender, was an early bird  
this morning. He was seated on the  
deck of Defender and seemed to be an  
interested observer of all that was go-  
ing on. His big steam yacht Valiant lay  
less than two hundred yards away.

Under steam and was prepared to  
follow the yacht to the starting point.  
Mr. Iselin, Mr. Herreshoff and the  
guests who usually sail on Defender  
were nowhere to be seen, but the Hattie  
Palmer was near by and they might  
have been getting their breakfast on  
board the tender.

Valkyrie III rode at anchor, a quar-  
ter of a mile to the southward. Two  
sailors were the sole occupants of her  
deck. The remainder of the crew were  
aboard the City of Bridgeport, as were  
also Lord Dunraven, his captains, sail-  
maker and friends.

When Mr. Glennie was asked if there  
was any doubt as to whether Valkyrie  
would show up at the starting point to-  
day he glared savagely at his question-  
er and disappeared.

The committee boat Walter A. Luck-  
enbach arrived at headquarters shortly  
after 9 o'clock. Ex-Commodore Smith,  
Chairman of the America Cup Com-  
mittee, was hailed by an "Evening  
World" reporter.

"Is there any change in the time  
allowance?"

"No, not that we know of."

"Was Valkyrie remeasured yester-  
day?"

"No, the water was too rough."

"Will to-day's race count as the sec-  
ond or third race?"

"The third. It will be fifteen miles  
to windward or leeward and return."

The arrangements were in charge of  
a committee, composed of Henry J.  
Freeland, Chairman; John D. Hoffman,  
Frank Drake, E. C. Arthur, M. H.  
Crane, Joseph Lenthion and Edmund  
Hendricks.

Acting Inspector McCullagh was in  
charge of the police boat Patrol, which  
left her dock at pier A just as the clock  
in the Produce Exchange tower pointed  
to 8. Name of the Police Commissioners  
was on board of the boat, although  
several of them were expected.

Among the guests were Col. Daniel  
Appleton, of the Seventh Regiment;  
Chief Clerk Kipp and his son, Secretary  
Thomas Bell, of the Police Civil Service  
Charles R. Price, Walter Derby, Dr.  
George Meyer, Col. F. V. Greene, Police  
Surgeons Stephen Cook, Mark Williams  
and John McGovern.

The police boat will endeavor to take  
a position well in front of the line of  
excursion boats, and if possible prevent  
any crowding of the competing yachts.

The World's Half-Million Guar-  
antee Race sailed over the business  
course every day. It can't be  
beaten!

## THROWN FROM HIS BUNK.

Capt. Randle Injured on the St.  
Louis's Rough Passage.

SOUTHAMPTON, Sept. 12.—The  
American line steamer St. Louis, which  
arrived here yesterday afternoon from  
New York, had a very rough passage.  
Capt. Randle sustained a severe injury  
to his head by being thrown from his  
bunk during a heavy sea.

Accidentally Shot Himself.

Alexander Griffling, thirty-eight years old,  
of Stamford Springs, Conn., accidentally shot him-  
self in the back of the head this afternoon at  
57 West Rackett street. The wound, which  
was a slight one, was dressed by an ambulance  
surgeon.

After the Race is Over

Boats cleared masts. Pure tobacco. ADMIRAL  
Cigarettes.

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WE'LL HAVE TO GIVE IT TO HIM.



JOHN BULL—I won't play on your sea any more.  
UNCLE SAM—Oh, don't get mad, John. We'd rather give you the old mug.

should expect as the result of the foul  
on the part of Valkyrie. It is, however,  
to be regretted that the incident oc-  
curred. We hope the excursion boats  
will keep clear and give the yachts a  
fair field."

Commodore Brown expressed himself  
in a similar manner. S. N. Kane, Chair-  
man of the Cup Committee, said:  
"Our decision was unbiased and en-  
tirely free from outside interference."

Among those who boarded the St.  
John were Gen. Martin T. McMahon and  
District-Attorney James W. Ridgway,  
of Brooklyn.

The iron steamboat Sirius, with the  
members of the Seventh Regiment Vet-  
eran Club and their guests, left the  
Coney Island pier at the Battery pre-  
cisely at 9 o'clock. There were on  
board fully 1,000 persons, the number  
provided for.

The arrangements were in charge of  
a committee, composed of Henry J.  
Freeland, Chairman; John D. Hoffman,  
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INTERNATIONAL

# YACHT RACE EXTRA NO. 7.

PRICE ONE CENT.

NIGHT EDITION

DUNRAVEN WON'T PLAY.

Demanding that Valkyrie Be  
Assured a Clear  
Course.

GUARANTEE WAS NOT GIVEN.

Therefore He Simply Went Over  
the Line in Order to Make  
It a Race.

(Special to The Evening World.)  
ON BOARD "EVENING WORLD"  
TUG, BAY RIDGE, Sept. 12.—Valkyrie  
came to anchor off Bay Ridge at 1.17.

Lord Dunraven, Mr. Kersey and Mr.  
Fish, who represented the New York  
Yacht Club on the English boat, were  
at once transferred in a launch to the  
City of Bridgeport.

Then His Lordship's friend, Arthur  
Glennie, took a launch and ran along-  
side "The Evening World" tug to give  
a word of explanation.

In reply to questions Mr. Glennie said:  
"Last night a letter, written by His  
Lordship, was handed by Mr. Kersey  
to Mr. Cass Cranford, of the America  
Cup Committee, with the special re-  
quest that the letter should not be  
opened until after the protest had  
been fully decided."

"It was because the Cup Committee  
did not comply with His Lordship's re-  
quest that we did not race to-day."

"I can't tell you the exact contents  
of the letter, but in substance it re-  
quested the assurance of a clear course."

"The trouble was all caused by the  
interference of the excursion steamers  
at the last race."

Mr. Glennie was asked if he was quite  
sure the Cup Committee had received  
Lord Dunraven's letter, because when  
Valkyrie turned back, Commodore Kane  
said that he could not understand her  
actions.

"I am not sure that they received it,  
but I think they knew the contents of  
the letter late last night. Had they  
given us the assurance we asked for at  
any time up to within a few moments  
of the preparatory gun, we would have  
sailed the race."

"We crossed the line, however, in or-  
der to act honorably and to allow the  
other boat to make a race, as under the  
rules two boats must cross the line. We  
had no idea, however, of sailing further  
than to make a start."

"What his lordship's plans are or  
what will be done with Valkyrie, I  
haven't the slightest idea."

"In fact I don't think he has con-  
sidered that matter yet."

"All that I can tell you is that we  
will race no more and that our action  
to-day was caused solely by the ex-  
cursion boats in crossing our course."

"Didn't you think that the course was  
clear to-day?" he was asked.

"At the start, yes. But would it have  
been at the finish?"

Mr. Glennie tipped his hat and de-  
parted to his yacht.

It is reported or good authority that  
Lord Dunraven cabled to England last  
night, giving as a reason that the ex-  
cursion boats could not be kept off the  
course.

Two or three brokers of the Produce  
Exchange are said to have learned of  
this and made "couch" bets accordingly.

TOWED UP THE BAY.

Dunraven and His Advisers Were  
Not Ready to Explain.

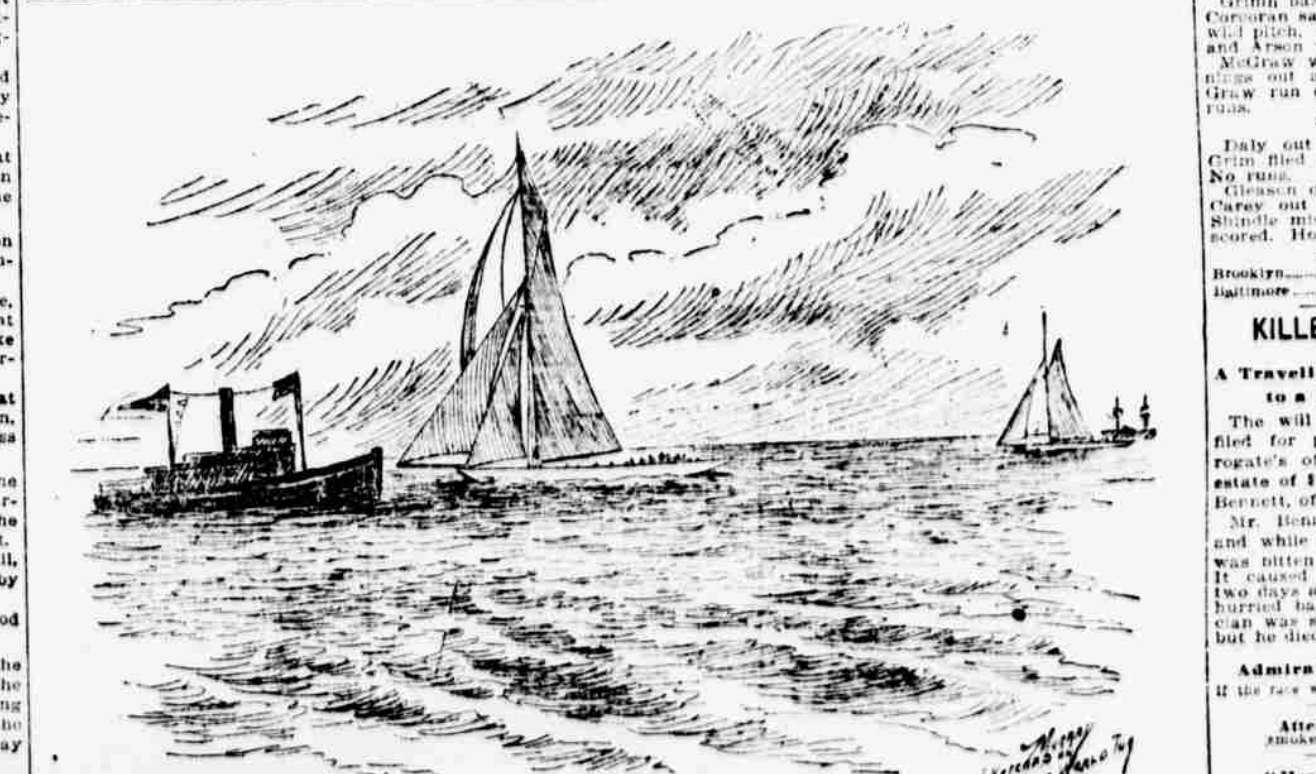
(Special to The Evening World.)  
ON BOARD "EVENING WORLD"  
TUG, Sept. 12.—Twenty tugs made for  
Valkyrie, but "The Evening World"  
tug was the first alongside the yacht  
after she had withdrawn.

Capt. Spencemore was at the wheel,  
Capt. Cranford and his mate were super-  
intending the furling of sails and sail-  
maker Ratsey was the only one on deck  
who was unoccupied.

"What is the matter, Mr. Ratsey?"  
asked an "Evening World" reporter.  
The great sailmaker stared blankly at  
the reporter and not a word came from  
his lips.

"Can't you tell us why Valkyrie with-  
drew?"  
Ratsey said nothing.

(Continued on Third Page.)



THE START.

(Sketches on board "The Evening World" tug and transmitted by Carrier Pigeon.)